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lockers, store rooms, workshops other than those forming part of machinery spaces, and trunks to such spaces.

Ship means a vessel of any type whatsoever, including hydrofoils, air-cushion vehicles, submersibles, floating craft whether self-propelled or not, and fixed or floating platforms.

Slop tanks include slop tanks and cargo tanks used as slop tanks.

Solidifying NLS means a Category A, B, or C NLS that has a melting point—

(1) Greater than 0 °C but less than 15 °C and a temperature, measured under the procedure in §153.908(d), that is less than 5 °C above its melting point at the time it is unloaded; or

(2) 15 °C or greater and has a temperature, measured under the procedure in §153.908(d), that is less than 10 °C above its melting point at the time it is unloaded.

Solution means a water solution.

Special area means the Baltic Sea Area as defined in 33 CFR 151.13(a)(2) and the Black Sea Area as defined in 33 CFR 151.13(a)(3).

SR venting system means a venting system in which an SR valve controls vapor flow from the cargo tank.

Tankship has the same meaning as “ship”.

Venting system means a permanent piping arrangement leading from a cargo tank and used to control the flow of vapor to and from the tank.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21204, May 17, 1982; CGD 81–052, 50 FR 8732, Mar. 5, 1985; CGD 81–078, 50 FR 21170, May 22, 1985; CGD 81–101, 52 FR 7778, Mar. 12, 1987; CGD 81–101, 53 FR 28974, Aug. 1, 1988; CGD 88–070, 53 FR 34535, Sept. 7, 1988; CGD 81–101, 54 FR 12629, Mar. 28, 1989; CGD 96–041, 61 FR 50732, Sept. 27, 1996; CGD 95–028, 62 FR 51209, Sept. 30, 1997; USCG–1998–4442, 63 FR 52191, Sept. 30, 1998]

§ 153.3 Right of appeal.

Any person directly affected by a decision or action taken under this part, by or on behalf of the Coast Guard, may appeal therefrom in accordance with subpart 1.03 of this chapter.

[CGD 88–033, 54 FR 50381, Dec. 6, 1989]

§ 153.4 Incorporation by reference.

(a) Certain material is incorporated by reference into this part with the approval of the Director of the Federal

Register in accordance with 5 U.S.C. 552(a). To enforce any edition other than that specified in paragraph (b) of this section, the Coast Guard must publish notice of change in the FEDERAL REGISTER and make the material available to the public. All approved material is on file at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC, and at the U.S. Coast Guard, Office of Operating and Environmental Standards (G–MSO), 2100 Second Street SW., Washington, DC 20593–0001 and is available from the sources indicated in paragraph (b) of this section.

(b) The material approved for incorporation by reference in this part and the sections affected are:

American National Standards Institute (ANSI)

11 West 42nd Street, New York, NY 10036
ANSI B16.5, Pipe Flanges and Flanged Fittings, 1988153.940
ANSI B16.24, Bronze Pipe Flanges and Flanged Fittings, 1979.....153.940
ANSI B16.31, Non-Ferrous Flanges, 1971.....153.940

American Society for Testing and Materials (ASTM)

100 Barr Harbor Drive, West Conshohocken, PA 19428–2959.
ASTM F 1122–87 (1992), Standard Specification for Quick Disconnect Couplings.....153.940
ASTM F 1271–90 (1995), Standard Specification for Spill Valves for Use in Marine Tank Liquid Overpressure Protections Applications.....153.365

[CGD 88–032, 56 FR 35826, July 29, 1991, as amended by CGD 96–041, 61 FR 50732, Sept. 27, 1996; CGD 97–057, 62 FR 51048, Sept. 30, 1997; USCG–1999–5151, 64 FR 67183, Dec. 1, 1999]

§ 153.7 Ships built before December 27, 1977 and non-self-propelled ships built before July 1, 1983: Application.

(a) Definitions.

(1) *Permit* means a Certificate of Inspection, Letter of Compliance, or Certificate of Compliance.

(2) *Existing tankship* means a tankship for which a contract was let on or before December 27, 1977.

(3) *Letter of Compliance* in this section means a letter issued by the Coast Guard before 27 December 1977 which permitted a foreign flag tankship to

carry a bulk cargo regulated under this part.

(b) *Endorsements for existing tankships.*

(1) The Coast Guard endorses the permit of an existing tankship to carry a cargo listed in Table 1 if:

(i) The tankship held a permit on December 27, 1977, endorsed for the cargo in question;

(ii) The tankship meets the construction standards under which the Coast Guard issued the permit; and

(iii) The tankship meets the standards in paragraph (c) of this section.

(2) The Coast Guard endorses the permit of an existing tankship to carry a cargo listed in Table 1 if:

(i) The tankship held a permit on December 27, 1977;

(ii) The Coast Guard did not require the permit to be endorsed with the name of the cargo at any time before December 27, 1977;

(iii) The tankship meets the construction standards under which the Coast Guard issued the permit;

(iv) The tankship carried the cargo in question; and

(v) The tankship meets the standards in paragraph (c) of this section.

(3) The Coast Guard endorses the permit of an existing tankship to carry a cargo listed in Table 1 if:

(i) The tankship held a permit on December 27, 1977 endorsed to carry class B or C poisons under 46 CFR part 39;

(ii) The cargo in question is a class B or C poison;

(iii) The tankship meets the construction standards in 46 CFR part 39; and

(iv) The tankship meets the standards in paragraph (c) of this section.

(4) The Commandant (G-MSO) considers on a case by case basis endorsing the permit of an existing tankship to carry a cargo listed in Table 1 if:

(i) The tankship does not come within the categories described in paragraphs (b) (1) through (3) of this section;

(ii) The tankship meets paragraph (c) of this section; and

(iii) The tankship meets any additional requirements the Commandant (G-MSO) may prescribe.

(c) An existing tankship must meet all the requirements of this part except

as provided in paragraphs (c) (3), (4), (5) and (6) of this section.

(1)-(2) [Reserved]

(3) The Commandant (G-MSO) considers on a case by case basis endorsing as a type II containment system one that fails to meet §§153.231(b), 153.234, 172.130 and 172.133 of this chapter if the tankship and containment system meet the following minimum conditions:

(i) The tankship has a loadline certificate.

(ii) The cargo tank is not part of the tankship's shell plating.

(iii) The distance between the bottom plating of the cargo tank and the bottom shell plating of the tankship is at least 76 cm measured parallel to the vertical axis of the tankship.

(4) The Commandant (G-MSO) considers on a case by case basis endorsing a containment system as a type II containment system if:

(i) The containment system is modified to meet §153.231(b) by adding double bottoms or wing tanks; and

(ii) The tankship can survive the damage described in §§172.135 and 172.150 of this chapter to those parts of the tankship other than machinery spaces.

(5) The Commandant (G-MSO) considers on a case by case basis endorsing as a type III containment system one that does not meet §§153.234, 172.130 and 172.133 of this chapter if the tankship has a load line certificate.

(6) The Commandant (G-MSO) considers on a case by case basis endorsing the tankship to carry cargoes listed in Table 1 of this part if the tankship does not meet §§153.217, 153.219 and 153.254.

(d) Except as required by this paragraph, subpart B of this part does not apply to a non-self-propelled ship that carries an NLS cargo under this part if—

(1) The ship was built before July 1, 1983;

(2) The ship carries no NLS cargo or NLS residue at any time it is in waters of another Administration signatory to MARPOL 73/78;

(3) The NLS does not require a type I containment system;

(4) The ship meets all requirements in parts 30 through 34 and part 151 of this chapter that apply to the cargo;

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(5) The ship meets the provisions in § 153.216 and §§ 153.470 through 153.491 applying to the NLS category of that cargo;

(6) When the “Special Requirements” column of Table 1 contains an entry for § 153.408 or § 153.409 beside the cargo name, the ship meets the section, except the system prescribed by the section need be capable of operation only during loading;

(7) [Reserved]

(8) No part of the ship’s hull plating is a component of a cargo tank if the cargo tank is endorsed to carry a cargo having a type II containment system in Table 1.

[CGD 73–96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 78–128, 47 FR 21204, May 17, 1982; CGD 82–063b, 48 FR 4781, Feb. 3, 1983; CGD 79–023, 48 FR 51009, Nov. 4, 1983; CGD 81–052, 50 FR 8733, Mar. 5, 1985; CGD 81–101, 52 FR 7779, Mar. 12, 1987; CGD 81–101, 53 FR 28974, Aug. 1, 1988 and 54 FR 12629, Mar. 28, 1989; CGD 95–072, 60 FR 54106, Oct. 19, 1995]

§ 153.8 Procedures for requesting an endorsed Certificate of Inspection.

(a) When applying for the endorsed Certificate of Inspection that § 153.900 requires for a ship to carry a cargo listed in Table 1, the applicant must proceed as follows:

(1) Send a letter to one of the Coast Guard offices listed in § 91.55–15 of this chapter that includes—

(i) A request for the endorsed Certificate of Inspection;

(ii) The name of the ship; and

(iii) A list of the cargoes from Table 1 the applicant wishes the endorsement to allow.

(2) Supply to the Coast Guard when requested—

(i) Hull type calculations;

(ii) The plans and information listed in §§ 54.01–18, 56.01–10, 91.55–5 (a), (b), (d), (g), and (h), and 110.25–1 of this chapter;

(iii) A copy of the Procedures and Arrangements Manual required by § 153.490; and

(iv) Any other ship information, including plans, design calculations, test results, certificates, and manufacturer’s data, that the Coast Guard needs to determine if the ship meets this part.

(b) The Coast Guard notifies the applicant in writing—

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(1) Whether any further information is necessary to evaluate the request for the endorsed Certificate of Inspection; and

(2) Of the outcome of the request for the endorsed Certificate of Inspection.

(c) The Coast Guard returns the Procedures and Arrangements Manual stamped “Approved” or indicating what corrections are necessary.

NOTE: The procedures for requesting an IOPP Certificate are found in 33 CFR Part 151.

[CGD 81–101, 52 FR 7779, Mar. 12, 1987]

§ 153.9 Foreign flag vessel endorsement application.

(a) *Application for a vessel whose flag administration is signatory to MARPOL 73/78 and issues IMO Certificates.* A person who desires a Certificate of Compliance endorsed to carry a cargo in table 1 of this part, as described in § 153.900 of this part, must request the endorsement from the cognizant Officer in Charge, Marine Inspection and have aboard the vessel copies of IMO Certificates issued by the vessel’s administration and—

(1) An additional classification society statement that the vessel complies with § 153.530 (b), (d), and (p)(1) if a person desires a Certificate of Compliance endorsed with the name of an alkylene oxide; and

(2) An additional classification society statement that the vessel complies with §§ 153.370, 153.371, and 153.438 if a person desires a Certificate of Compliance endorsed with the name of a cargo whose vapor pressure exceeds 100 kPa absolute at 37.8 °C (approximately 14.7 psia at 100 °F).

(b) *Application for a vessel whose flag administration does not issue IMO Certificates.* A person who desires a Certificate of Compliance¹ endorsed with the name of a cargo in Table 1 of this part, as described in § 153.900, must submit to Commanding Officer, U.S. Coast Guard Marine Safety Center (MSC), 400 Seventh St., SW., Washington, DC 20590–0001 an application that includes the following information:

(1) A copy of the vessel’s Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate issued under the International